

# Oceanic Steamship Company Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
JAN. 6	JAN. 12	JAN. 17	JAN. 23
JAN. 27	FEB. 2	FEB. 6	FEB. 12
FEB. 16	FEB. 22	FEB. 28	MAR. 5
MAR. 9	MAR. 15	MAR. 20	MAR. 26
MAR. 30	APR. 5	APR. 10	APR. 16

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.  
Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

## C Brewer & Co., Ltd.

GENERAL AGENTS.

## Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.

FOR FIJI AND AUSTRALIA.	FOR VANCOUVER.
S. S. MAKURA.....JAN. 3	S. S. ZEALANDIA.....JAN. 2
S. S. ZEALANDIA.....JAN. 31	S. S. MARAMA.....JAN. 30
S. S. MARAMA.....FEB. 28	S. S. MAKURA.....FEB. 27

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

## Theo. H. Davies & Co., Ltd., Gen'l Agents

## Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. CHINA.....JAN. 2	S. S. MONGOLIA.....JAN. 6
S. S. MANCHURIA.....JAN. 4	S. S. PERSIA.....JAN. 26
S. S. MONGOLIA.....JAN. 29	S. S. KOREA.....FEB. 2
	S. S. SIBERIA.....FEB. 17

\* Will call at Manila.

For general information apply to

## H. Hackfeld & Co., - - - - - Agents

## Matson Navigation Co.'s Schedule, 1911

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco:	Sail for San Francisco:
S. S. LURLINE.....Jan. 17	S. S. WILHELMINA.....JAN. 3
S. S. WILHELMINA.....JAN. 23	S. S. LURLINE.....JAN. 23
S. S. HONOLULAN.....JAN. 30	S. S. WILHELMINA.....JAN. 31
S. S. HONOLULAN.....FEB. 14	S. S. HONOLULAN.....FEB. 20
	S. S. LURLINE.....FEB. 27

S. S. Hilonian sails from Seattle for Honolulu direct on or about January 6.  
S. S. Hyades sails from Seattle for Honolulu direct on or about January 27.

CASTLE & COOKE, LTD., GENERAL AGENTS.

## American-Hawaiian Steamship Co.

FOR NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:

S. S. VIRGINIA.....TO SAIL ABOUT JAN. 14	
S. S. MISSOURIAN.....TO SAIL ABOUT JAN. 25	
S. S. MEXICAN.....TO SAIL ABOUT FEB. 5	

For further information apply to  
H. HACKFELD & CO., LTD., Agents, Honolulu  
C. P. MORSE, General Freight Agent.

## Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. CHIYO MARU.....JAN. 16	S. S. NIPPON MARU.....JAN. 12
S. S. NIPPON MARU.....FEB. 6	S. S. TENYO MARU.....JAN. 19
S. S. TENYO MARU.....FEB. 19	S. S. SHINYO MARU.....FEB. 9

## Castle & Cooke, Ltd., Agents

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Rock and Sand

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# Shipping And Waterfront News

(Additional Shipping on Page Five.)

## TIDES, SUN AND MOON.

Full moon Jan. 4th at 2:59 a. m.

DATE	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
JAN. 1	1:49	2:4	1:50	2:47	1:51	2:48	1:52	2:49	1:53	2:50
2	2:03	2:18	2:04	2:21	2:05	2:24	2:06	2:27	2:07	2:30
3	2:16	2:31	2:17	2:34	2:18	2:37	2:19	2:40	2:20	2:43
4	2:29	2:44	2:30	2:47	2:31	2:50	2:32	2:53	2:33	2:56
5	2:41	2:56	2:42	2:59	2:43	3:02	2:44	3:05	2:45	3:08
6	2:54	3:09	2:55	3:12	2:56	3:15	2:57	3:18	2:58	3:21
7	3:07	3:22	3:08	3:25	3:09	3:28	3:10	3:31	3:11	3:34

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tide at Honolulu and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 39 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time which flows at 1:39 p. m., which is the same as Greenwich 6 hours 6 minutes. The sun and moon are for local time for the whole group.

## THE MAILS.

From San Francisco, per Manchuria, January 3.  
To the Orient, per Manchuria, January 9.  
From the Orient, per Mongolia, January 6.  
To San Francisco, per Mongolia, January 7.  
To Australia, per Makura, January 3.  
From Australia, Marama, January 30.

## SHIPPING IN PORT.

(Government Vessels.)  
U. S. N. tug Navajo from Mare Island, July 20.  
U. S. L. H. tender Kukui from Kauai, December 21.

Glacier from San Francisco, December 24.  
U. S. S. Maryland, Colorado, South Dakota, California, West Virginia. (Merchant Vessels.)

Herzogin Cecilie, from Leith, December 13.  
Allice Cooke, scr., from Tacoma, December 17.  
Helene, schr., from Aberdeen, December 20.

Navajo from Balboa, December 23.  
R. P. Rithet from San Francisco, December 26.  
Spokane, from Port Townsend, December 31.

Hyades, from Seattle, January 2.

## VESSELS DUE HERE.

From San Francisco  
Manchuria, January 9.  
Sierra, January 12.  
Chiyo Maru, January 16.

From Australia.  
Marama, January 30.  
Makura, February 27.  
Zealandia, March 26.

Marama, April 23.  
Zealandia, June 18.  
Marama, July 16.

From China and Japan.  
Mongolia, January 6.  
Nippon Maru, January 12.  
Tenyo Maru, January 19.

Persia, January 26.  
Korea, February 2.  
Nippon Maru, February 9.  
Siberia, February 17.

China, February 23.

## PROJECTED DEPARTURES.

For San Francisco.  
Mongolia, January 6.  
Nippon Maru, January 12.  
Sierra, January 17.

Tenyo Maru, January 19.  
Lurline, January 23.  
Persia, January 26.  
Wilhelmina, January 31.

Korea, February 2.  
For Fiji and Australia.  
Makura, January 3.  
Zealandia, January 31.

Marama, February 28.  
Makura, March 27.  
Zealandia, April 24.

Marama, May 22.  
Makura, June 19.  
Zealandia, July 12.

Marama, August 14.  
For China and Japan.  
Manchuria, January 9.

Chiyo Maru, January 16.  
Mongolia, January 29.  
Nippon Maru, February 5.

## INTER-ISLAND SAILINGS.

For Maui and Hawaii Ports.  
Mauna Kea, I. I. S. N. Co., every Tuesday.  
Kinau, Inter-Island S. N. Co., every Friday.

For Molokai and Maui.  
Mikahala, every Tuesday.  
For Kauai Ports.  
W. G. Hall, I. I. S. N. Co., every Thursday.

Mauna Loa, I. I. S. N. Co., every Tuesday.  
For Kona and Kau Ports.  
Kilauea, I. I. S. N. Co., alternate Tuesdays and Fridays.

Kinau With Livestock.  
The Kinau was an arrival this

morning from Hawaii. She brought thirty hogs, eight-one sacks of corn, thirteen cases of chickens, eighty-six packages of sundries, eleven sacks of beans and 25,000 paving blocks.

**W. G. Hall From Kauai.**  
The W. G. Hall came in from Kauai this morning with 5500 bags of sugar, twenty-six bags of coconut plants and ten packages of sundries.

**Sugar on Kauai.**  
Purser Logan of the W. G. Hall reported this morning that the following sugar was awaiting shipment on Kauai: K. S. M. 4500 bags, M. A. K. 7962, M. K. 13,000, G. & R. 3450, K. P. 13,510, K. S. Co. 3000, and L. P. 14,162.

**Nilahu With Machinery.**  
The Nilahu took away today for Punaluu for Pahala plantation, a crystallizer, weighing nearly seven tons. The exact weight was 13,750 pounds. This is a part of the extension of the mill at Pahala. Already some heavy pieces have gone over. Four heavy rollers weighing from eight and a half to ten tons each, as well as big gear wheels, have been shipped. Nearly all the machinery has gone over, and it is being assembled as quickly as possible.

**Non-Rolling Ships.**  
At Wallend-on-Tyne, the Cunard liner Laconia is making steady progress toward completion, and this month is likely to see her running her trial trips. The vessel constitutes a new departure in British shipping, for she will be the first liner under the red ensign to be fitted with anti-rolling tanks. It is currently reported that if the tanks are a success in her case they will be provided—of course, on a scale suited to her vast dimensions—in the Cunard company's 50,000-ton liner Aquitania. The tanks in question are on the principles enunciated by Dr. Frahm, and already subjected to severe tests of efficiency at sea in vessels of considerable tonnage. It hardly needs to be pointed out that if, by the use of this device, the rolling of a ship can be reduced to a minimum in a heavy beam sea, the comfort of the ocean passenger will be enhanced in a singular degree. Hitherto, it must be confessed, British ship owners have not shown undue haste in availing themselves of this mechanical device, although in principle it is by no means new. Sir Philip Watts, for instance, long since made a number of valuable experiments in the direction indicated. It has, however, been left for the Germans to lead the way in the practical application of the idea. It is stated that, following upon the proof which has been given of their utility in other German steamers, the Hamburg-American company has been induced to have anti-rolling tanks fitted in their liners Amerika and Kaiserin-Auguste Victoria, as well as in their big intermediate steamers Cleveland and Cincinnati, and in the cruising steamer Victoria Luise, formerly the famous greyhound Deutschland. It is likewise believed that the Hamburg-American company will similarly equip the two 50,000-ton liners now being built for them in German yards. Dr. Frahm's system has gained great popularity in an unusually short space of time.

**Berths on Australian Run.**  
SAN FRANCISCO, December 26.—There is still some question as to whether or not the voyage which the Oceanic liner Mariposa will begin this week for Papeete will be her last appearance on the old Tahiti run. It was recently announced that the well-known steamer had been purchased by the Alaska Steamship Company, to be turned over to her new owners next March. In the meantime the Specieks interests are facing the problem of settling their contract agreement with the French government by which

they receive \$360 a trip for the Mariposa. The contract was made for three years, and it is said that only half of this time has expired. The inhabitants of the lazy little South sea island are reported to be very much peeved at the prospect of losing the monthly visit which the Mariposa has paid to them for years, as it is one grand break in the tropical monotony when the good little liner pokes her nose into the placid harbor of Papeete. On all topics concerning their line the Oceanic representatives are extremely secretive, and the Alaska Steamship Company's option on the Mariposa was reluctantly admitted only after it had been announced from the north.

Respecting the company's liners Sonoma and Ventura, they are being advertised in Australia to sail in May next, and it is pretty well understood that the steamers are to be returned to their former run to the Antipodes, via Honolulu and the Samoans. Oceanic agents are now in Washington in connection with securing the mail subsidy, upon which they are relying to make the old service profitable.

Speculation as to who will command the Sonoma and Ventura when they are commissioned once more centers about Captain Trask, who is now chief officer on the Sierra on the Honolulu run, and Captain Cowles, former mate on the Mariposa and at present chief officer on the Spruells yacht Venezia. In fact, all the officers of the Mariposa are looking forward to being transferred to satisfying berths upon the two liners now being practically reconstructed at the Union Iron Works.

**Next Mail From Coast.**  
There will be no mail now from San Francisco for another week. The Manchuria will be the next boat with mail in from the Coast. She is due to leave San Francisco today for the Orient via Honolulu, and should arrive early next Tuesday morning.

She in turn will be followed by the transport, the Sierra, the Chiyo Maru and the Lurline. The Sierra and the transport are due to arrive on the 12th, which means that the Sierra will be the mail carrier, for the transports are notoriously slow and unreliable. The Chiyo Maru and the Lurline will be here, respectively, on January 16 and 17. Here again a mail is lost, for the Lurline is a seven-day boat and the Chiyo a six-day boat under mail contract. The Lurline will carry no mails, as there will be no saving in time, and it would be paying for a service that would be valueless. The Chiyo Maru does not carry the mail on the poundage system. It does not matter whether she has a record mail or not a single letter, as the postal officials pay a yearly lump sum for the carriage of mails by this company's boats.

**Travels 100,000 Miles in a Year.**  
The Cunard Steamship Company has just made public the record of the liner Lusitania for the last twelve months. In that time the liner has crossed the Atlantic thirty-two times and has traveled more than 100,000 miles. The Lusitania, taking all its voyages for the year, averaged 24.67 knots an hour on its westbound trips and 24.66 on its eastbound. There are 132 fires in the liner's stokehold and these furnaces consumed 160,000 tons of coal during the year. The best day's run westward was 654 knots, and eastbound 608 knots. During the year the Lusitania carried 78,294 bags of mail, specie worth \$6,820,000, and 10,709 passengers, or an average of 2500 a round trip. The liner carries a crew of 850, and during the year there was consumed on the ship, among other edibles, 512,332 pounds of fresh meat, 18,000 chickens, 4000

ducks, 500,000 eggs, 12,000 pounds of jam, 10,000 pounds of marmalade, 9620 pounds of coffee, 8153 pounds of tea, 103,756 pounds of sugar and 113,118 pounds of fresh fish.

**Passengers Arrived.**  
Per Kinau, from Hawaii, via Maui, this morning—Mrs. B. Fernback, J. E. Heila, C. W. Dickey, D. B. Murdoch, Miss E. Robinson, Miss H. Robinson, Miss M. L. Fuller, Miss Lambert, L. Toms, Mrs. M. E. Toms, V. Selgnel, R. F. Dempsey, M. Rose Jr., A. C. Perreira, W. B. Hoy, Miss N. Hoy, John Silva, Master Hart, S. G. Wilder, S. G. Wilder Jr., J. Tachihana, T. Tagano, C. M. Schoening, S. Kauwanoale, C. D. Lufkin, G. G. Seong, Miss Seong.

Per W. G. Hall from Kauai, this morning—P. O. Schmidt, H. Vincent, Miss Kruse, Miss Lux, Lung Tai Jan, Mrs. Lillian Lowell, Miss P. Berry, Miss H. von Arnswaldt, Eva Hastie, H. Zerbe, W. Werner, S. Werner, Miss D. Whittington, F. Schilling, Mrs. H. Claudia and child, Mr. and Mrs. H. Blake, Kahinku, Miss L. Hockbarth.

## WEEKLY WEATHER BULLETIN.

For the week ended Dec. 30, 1911.  
Honolulu, T. H. Jan. 1, 1912.

## General Summary.

The rainfall was below the average on Kauai, and Molokai, and in the Hana, Waialua and Lahaina districts of Maui; the Koolauloa, Koolapoko, Honoluli and Waianae districts of Oahu, and the North Kohala, Hamakua and North Hilo and portions of the South Hilo districts of Hawaii. In the remaining districts the amount was above the average for the week.

The following are the total amounts of rainfall, in inches in the different districts of the several islands: Hawaii—North Kohala 0.04 to 0.24, Hamakua 0.13 to 0.29, North Hilo 0.25 to 1.65, South Hilo 1.42 to 2.79, Puna 7.10 to 7.18, Kau 2.07 to 2.97, North Kona 2.63, and South Kohala 0.10; Maui—Makawao 2.89, Hana 1.06 to 1.92, Waialua 0.60 to 0.85, and Lahaina 0.17; Oahu—Koolauloa 0.53, Koolapoko 0.29, Honoluli 0.44 to 2.39, Waianae 0.29, and Waialua 2.58; Kauai—Hanalei 0.54, and Koloa 0.91; and Molokai—Molokai 0.12.

The following are the departures from the average for the week for ten or more years, in inches, in the several districts: Hawaii—North Kohala—0.36 to -1.11, Hamakua -1.20 to -1.61, North Hilo -2.07 to -2.47, South Hilo -1.20 to +0.06, Puna +5.42, Kau +1.22 to +2.21, and North Kona +0.99; Maui—Makawao +1.13, Hana -2.18, Waialua -0.11 to -0.67, and Lahaina -0.68; Oahu—Koolauloa -0.37, Koolapoko -1.36, Honoluli -0.33 to -0.60, Waianae -0.37, and Waialua +1.50; Kauai—Hanalei -0.92, and Koloa -0.57; and Molokai—Molokai -1.15.

Noticeable excesses over the average rainfall for the week occurred in the Puna and Kau districts of Hawaii and the Waialua district of Oahu.

The mean temperatures were markedly higher than those of last week on Molokai, and in the Koolauloa and Honoluli districts of Oahu, the Makawao and portions of the Hana districts of Maui, and the North Kona, North Hilo, and North Kohala and parts of the Hamakua districts of Hawaii. In the Waialua district of Oahu, the Lahaina and portions of Waialua districts of Maui, and the Kau district of Hawaii the mean temperatures were 1.6 deg. to 2.8 deg. lower than those of the preceding week.

The following table gives the weekly averages of temperature and rainfall for the principal islands and for the group:

	Temperature	Rainfall
Hawaii	68.7 deg.	1.97 ins.
Maui	68.3 deg.	1.22 ins.
Oahu	71.7 deg.	1.31 ins.
Kauai	69.5 deg.	0.27 in.
Molokai	72.2 deg.	0.12 in.

Entire group—69.7 deg. 1.41 ins.

At the local office of the United States Weather Bureau in Honolulu partly cloudy weather generally prevailed with rainfall on two dates amounting to 0.44 inch, 0.33 below the normal for the week, and 0.77 less than during the preceding week. The maximum temperature was 81 deg., minimum 67 deg., and mean 73.4 deg., 1.7 deg. above the weekly normal, and 2.5 higher than last week's. The mean daily relative humidity varied from 63 per cent to 79 per cent, and the mean for the week was 72.2 per cent. Northeasterly winds prevailed on each day of the week, with the small average hourly velocity of 5.4 miles. The mean daily barometer ranged from 29.96 to 30.03 inches, and the mean for the week, 30.00, was 0.05 inch above the normal.

## INTER-ISLAND

(Continued from Page Nine.)

remainder of the evening.  
Those present were Mr. and Mrs. W. H. Rice, Sr., Mr. and Mrs. W. H. Rice, Jr., Mr. and Mrs. C. A. Rice, Mr. and Mrs. A. H. Rice, Mr. and Mrs. Coney, Mr. and Mrs. Keightley, Miss Jordan,

Mr. Morgan, Charlie Dole and Dr. Putman.

An innovation in society was the thimble tea party given by Mrs. H. C. Brown Wednesday. The invited guests included the ladies from various other places, all of whom spent a delightful afternoon. Mrs. Brown is a charming hostess, and entertained the following ladies: Mrs. T. Brandt, Mrs. C. B. Hofgaard, Miss Gertrude Hofgaard, Mrs. H. H. Brodie, Mrs. E. Mahlum, Mrs. Whittington, Miss Whittington, Mrs. Morse and Mrs. Alexander.

Last Wednesday at 1 o'clock Mrs. Charles Rice was a charming hostess at a luncheon to the Lihue ladies. Table decorations were hitherto tastefully arranged. The guests were Mrs. W. H. Rice, Sr., Mrs. W. H. Rice, Jr., Mrs. Lydgate, Mrs. Christ, Miss Albright, Miss Mumford and Miss Cranford, the house guest of Miss Mumford.

Manager and Mrs. Myers of Kilauea entertained their Kilauea and Hanalei friends at a New Year's Eve dinner and cards, the guests remaining to see the old year out and to welcome the New Year in.

Mr. and Mrs. C. B. Makee were hosts at a New Year's luncheon to Mr. and Mrs. Menefoglio, Mr. and Mrs. McKenzie and Mr. and Mrs. Birkmyre.

The New Year's dance at Makawell given under the auspices of the newly organized Hima Club is reported to have been a huge success.

Mr. and Mrs. Sanborn gave a New Year's Eve dinner to a number of guests from Hanalei.

Mr. and Mrs. J. H. Coney entertained a few friends at a New Year's pool luncheon.

Mrs. S. B. Deverill was hostess at a New Year's dinner party.

## Personal.

Richard E. Haggemann, local wireless operator, returned last Friday from a trip around the world, having been absent since August last. He is looking well, and reports having a fine trip. Hag says he had all sorts of distinction, thrust at him on his travels. For instance, in Tripoli the Turks would have made him a "general," while in China the Manchus talked "emperor" to him, but Hag would have none of it. He preferred the simple life in Hawaii. Mr. Vincent, who has been in charge of the station here during Mr. Haggemann's absence, will probably leave for Honolulu today, where he will be stationed in the central office of the automatic station. Mr. Vincent has become quite popular here during his temporary stay and much regret is felt that circumstances necessitate his leaving.

H. T. Zerbe, a student at the local wireless station, has resigned and leaves for Honolulu this afternoon.

## PORTO RICO HAS FINE POLICEMEN

"Porto Rico has probably the most efficient police corps of any island in the West Indies," said J. R. Balz, president of the Insular Police Commission and former member of Governor Winthrop's staff, who is now in Washington.

"There are no continued policemen in Porto Rico," continued Balz. "All are employed by the Insular Government, and all are Porto Ricans. There is but one American member of the force, and he is the captain, George K. Shanton, former chief of police of Panama. Under Captain Shanton, the police corps of Porto Rico has greatly increased in efficiency and discipline, until now not even Broadway's finest has anything on it."

"The effect of this has been a marked decrease in criminality in the island. Captain Shanton informed me a short time ago that there were fewer arrests in Porto Rico than had ever been known. In proportion to the population, Porto Rico has a much smaller number of criminals than the States. We have no desperadoes, and there is rarely a killing. The number of mendicants has been greatly decreased. At the time of the American occupation paupers were numerous. They gathered in all public places, especially the hotels, and begged alms. Now they have disappeared. This is good evidence of the prosperity of Porto Rico."—Washington Post.

## MUSCULAR RHEUMATISM.

It is worse than useless to take any medicines internally for muscular or chronic rheumatism. All that is needed is a free application of Chamberlain's Pain Balm. For sale by all dealers. Benson, Smith & Co. agents for Hawaii.

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